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munion with God, and society exists as a means which has its end in the love of God—the basis of Christianity. Christianity surpasses all other religions by regarding the individual as existing eternally, and society as realizing its supreme end in the next world. The measure of the vitality of Christianity is represented by the extent to which missionary activities are pushed.

This volume shows a scientific and religious grasp of a wide subject, and as a condensation of material is invaluable to students of religion and missionary activity.

S. EDWIN RUPP.

Lebanon, Pa.

Lowell, A. Lawrence. *The Government of England.* 2 vols. Pp. xxii, 1133. Price, \$4.00. New York: Macmillan Company, 1908.

Professor Lowell has given us an exact, comprehensive and sympathetic review of English institutions. His eleven hundred pages of text are the best—in fact the only adequate, treatment of the entire field. Excellent special studies have appeared in recent years—notably those by Sidney and Beatrice Webb, on English Local Government—but Professor Lowell is the first to give us a synthetic view of all the important national institutions.

The plan of the book naturally arranges itself about the central government, the treatment of which occupies the first four hundred and thirty-five pages. Those who read for entertainment will find this portion hardest to appreciate. The framework of government and the inter-relations of departments are not subjects easy to interpret in a popular way. For the student, however, the discussion is full of accurate statement and criticism. A review cannot mention all the branches treated in a work of this size, nor point out the significant contrasts drawn. Of especial interest to Americans is the treatment of the cabinet's control of the house of commons—the point at which perhaps the governments of England and of the United States stand in sharpest contrast. Bill procedure in parliament and the control of appropriations are subjects bringing out especially instructive comparisons with our own unsatisfactory arrangements.

The second portion discusses the local governments. Professor Lowell brings out strongly the contrast between the conditions of English municipal government and those in the United States. The Englishman constantly complains about the inefficiency of his private business organizations, but takes a justifiable pride in the administration of his cities. The converse is true with us. The attitude of the individual largely determines the general result.

The most pleasing portions of the book to the average reader and the portions in which the author shows greatest ease of style are those treating of institutions not directly connected with the frame of government. To describe legal relations is to a large extent a formal task, to describe the spirit of a people and interpret their social characteristics and organizations is one which requires a higher degree of sympathetic appreciation. Professor Lowell's success in the latter particular makes the second volume the one

which most readers will declare much the more valuable of the two. The discussions of the political parties and their auxiliary organizations, the elections, the church, the educational system and municipal trading take us into the real English life in a way that no author before has succeeded in doing. Important changes in the labor movement—it may be noted—have already made Mr. Lowell's discussion of that subject no longer applicable to present conditions. This is a difficulty present to all writers who deal with a science, the subject of which is man.

The last thirteen chapters discuss broad phases of English civilization not strictly confined to England itself. The English legal system is discussed and contrasted with European systems, especially with reference to the relations of people and officials under the European systems of administrative law. A brief review of the parts composing the British Empire follows with especial emphasis on the relation of the various colonies to the home government. Imperial federation the author treats at length. It is an admirable ideal, but one which practical difficulties will prevent from assuming more than a sentimental importance. The closing chapters are an estimate of the chief characteristics and contrasts in present day English life. The chief theses are that class rule persists in England because it justifies itself by efficiency. Position in England commands respect from the masses, and the responsibilities of position induce honesty and thoroughness. The influence of private interests in the government is minimized by the cabinet system, which concentrates attention in public issues and by the machinery in parliament which lessens the temptation to log-rolling. Recent developments are accentuating the growth away from the *laissez faire* policy. Paternalistic legislation in favor of certain classes is increasing. It is prompted by a growth of humanitarian spirit—which often here as elsewhere, has resulted in the attacking of symptoms rather than the real trouble. The hold of the present form of government upon English society is secure. It is an efficient government by a small upper class, who hold power by the votes of an electorate formed chiefly of workingmen.

Professor Lowell's book takes first rank among books on English government. It will become the standard reference in its field.

CHESTER LLOYD JONES.

University of Pennsylvania.

Phillips, U. B. *History of Transportation in the Eastern Cotton Belt to 1860.*

Pp. xx, 405. Price, \$2.75. New York: Columbia University Press, 1908.

The author of this detailed and excellent work on southern transportation, having been a native of the Eastern Cotton Belt, has drawn upon his personal knowledge of the agricultural and geographical conditions which his subject involves, and has been in a position to gather much local information. He deals primarily with transportation in the Eastern Cotton Belt, which extends from the southern edge of Virginia to central Alabama, and the work confines itself mainly to the upland cotton areas of the Piedmont plateau. The